

ELLWOOD FISHER & EDWIN DE LEON.
TERMS.
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CONGRESSIONAL PROCEEDINGS.

SENATE.

MONDAY, April 12, 1852.

EXECUTIVE COMMUNICATIONS.

The President pro tem laid before the Senate a report of the Secretary of the Interior, in answer to a resolution of the Senate calling for the names and number of claimants of the liquidated balance of indemnity due to the friendly Creek Indians, for losses in the Creek war of 1813. Also a communication from the Secretary of the Interior, in compliance with a resolution of the Senate, relative to the report of Engineer Ellis and other officers, of a test of coals made at the navy-yard at Washington.

A communication from the same department, transmitting in compliance with a resolution, a copy of the charges preferred against the present commissioner appointed to run and mark the boundary line between the United States and Mexico.

The communications were severally referred, and ordered to be printed.

TEXAS BOUNDARIES.

Mr. UNDERWOOD presented the petition of Leslie Combs, complaining of injustice on the part of the State of Texas towards him and other creditors of that State, and praying that the same might be made for the payment of their claims.

After remarks by Messrs. UNDERWOOD and ROSE, the petition was referred to the Committee on the Judiciary.

LOCAL AFFAIRS.

Mr. SHIELDS, from the Committee on the District of Columbia, reported a bill to make Columbia turnpike road free to the District in fee.

Also, a bill making an appropriation to survey and locate a basin at the termination of the Chesapeake and Ohio canal, near Rock creek, in Georgetown, D. C.

THE PUBLIC PRINTING.

Mr. BORLAND rose, he said, for the purpose of making a report, somewhat informal and personal, from the Committee on Printing. It was doubtless known to most of the Senators that a new arrangement had been made about to be made for the execution of the public printing.

He deemed it important to inform the Senate what action the Joint Committee on Printing had taken in the matter.

On the 28th instant they passed a resolution in which they resolved that the Committee enter into a contract with Messrs. Donelson and Armstrong to do the future printing of the present Congress.

Passenger trains are now running to Buena Vista. Passengers leave Aspinwall in the morning, and arrive at Panama at midnight. Aspinwall is beginning to assume the appearance of a thriving city.

Much distress continues to prevail among the passengers of the North America and Acapulco. Most of the females were taken on board sickly. The country between the two cities is a desert. The country between the two cities is a desert.

The news from California is interesting. A most disastrous flood had occurred on the rivers. The cities of Sacramento, Nevada, and Marysville, had been completely overflowed. The damage had been frightful, and all construction of the West at Marysville is estimated at \$100,000. At Sacramento, the embankment gave way. Several houses floated down the river. At Marysville all the stores were submerged, and a large quantity of goods destroyed. At Nevada, two quartz mills, the theatre, Empire Hotel, and several other houses, were swept away. The bridges at Salmon Falls and Coloma were swept away. No doubt every bridge on South and Middle Fork rivers shared the same fate. The country between Sacramento and the mines was impassable. The legislative halls were surrounded by water, and members reached them in boats. Nearly all the houses on Marysville and Sacramento road floated away. A large number of lives were lost. The flood was abating at last accounts.

CINCINNATI, April 12.

The Senate resolution passed on Saturday to loan the arms of the State to Kossuth, was laid on the table in the House this morning by a vote of 44 to 28.

AN EXTRAORDINARY FACILITY TO ENRICH YOURSELF.

A New Gold Mine discovered—Second to none in the world of California.

MARION & CO.

Baltimore, Maryland.

Lottery, Exchange and Specie Dealers.

And Special Agents of Dame Fortune, for the Distribution of the Capital Prizes.

We beg leave to call the attention of the public to the splendid Selection of Lotteries, to be drawn during the month of April—for brilliancy of Prizes, &c.,—any cannot be easily excelled. Therefore, we say to all, Try your Luck. Recollect, nothing ventured, nothing gained, and a small outlay with us may secure you a Fortune for Life.

Our success in drawing Prizes has been entirely beyond expectation, and we hope to have the assistance of the Good Old "Dame Fortune" to continue on in the Glorious Work we have commenced until we shall enrich all who patronize our Office.

GRAND AND MAGNIFICENT LOTTERIES FOR APRIL.

When to be drawn Capital Prizes.

April 24—\$30,000 50 \$62 \$31 \$15 50

" 7th—30,000 10 130 65 32 50

" 9th—8,000 3 25 12 50 6 25

" 10th—4,000 1 15 7 50 3 75

" 13th—17,000 5 60 30 15

" 16th—10,000 3 25 12 50 6 25

" 17th—40,000 10 140 70 35

" 20th—21,000 5 70 35 17 50

" 22nd—5,000 1 15 7 50 3 75

" 23rd—20,000 5 60 30 15

" 24th—65,000 30 300 150 75

" 27th—30,000 5 70 35 17 50

" 28th—33,337 10 130 65 32 50

" 30th—8,000 3 25 12 50 6 25

SPECIAL NOTICE.

The famous "Small Fry" Lottery drawn every Tuesday, Thursday and Saturday of each week. Capital—\$5,000, \$1,000, \$3,000, \$2,000, &c. Tickets \$1. Certificates of Package of Whole Tickets only \$15; Halves \$7.50; Quarters \$3.75.

Actually the best chance ever afforded to realize a Fortune.

Pecuniary relief promised to every Adventurer.

By sending us \$50, we will forward Certificate of Tickets in any designated to the amount of \$100. For \$250, Certificate of Tickets to the amount of \$250. For \$500, do do do do do 500. For \$1,000, do do do do do 1,000.

Thus we insure, in the worst event, our customers against the loss of more than fifty cents in the dollar.

(Think well of the offer; it is a good one, and we can almost guarantee) will Place Wealth at your Disposal.

MARION & CO., 21 Calvert Street, Baltimore, Maryland.

VOL. II.]

WASHINGTON CITY, TUESDAY, APRIL 13, 1852.

[No. 103.

MECHANICAL ARTS & SCIENCES.

D. APPLETON & CO., NEW YORK.

HAVE IN COURSE OF PUBLICATION, IN PARTS, PRICE TWENTY-FIVE CENTS EACH.

A Dictionary of Machines, Mechanisms, Engine-Work, and Engineering.

Designed for Practical Working-Men, and those intended for the Engineering Profession.

Edited by OLIVER BREX, formerly Professor of Mathematics, College of Civil Engineers, London; Author and Inventor of "The Calculus of Form," "The New and Improved System of Logarithms," "The Elements of Euclid Colors," &c., &c., &c.

THIS work is of large size, containing nearly two thousand pages, upwards of fifteen hundred plates, and six thousand wood-cuts. It will present working-drawings and descriptions of the most important machines in the United States. Independently of the results of American ingenuity, it will contain complete practical treatises on Mechanics, Machinery, Engine-work, and Engineering; with all that is useful in more than one thousand dollars' worth of folio volumes, magazines, and other books, among which may be mentioned the following:

1. Bibliotheque des Arts Industriels. (Masson, Paris.)
2. Civil Engineer and Architect's Journal. (London.)
3. Engineer and Machinist Assistant. (Blackie, Glasgow.)
4. Publication Industrielle. (Armengaud Engle, Paris.)
5. Jameson's Mechanics of Fluids.
6. Treatise on Mechanics. (Poisson.)
7. Allgemeine Bauzeitung mit Abbildungen.
8. Organ für die Fortschritte des Eisenbahnwesens in technischer Beziehung. (Von Walde, Wiesbaden.)
9. Sherwin's Logarithms.
10. Green's Logarithms.
11. The Mechanical and Mathematical Works of Oliver Byrne.
12. Silliman's Journal.
13. Allgemeine Maschinen-Encyclopaedie. (Hulsb., Leipzig.)
14. Cotton Manufacture of Great Britain and America contrasted.
15. Holzapfel's Turning and Mechanical Manipulation.
16. The Steam Engine. (J. Bourne.)
17. Eisenbahn-Zeitung. (Stuttgart.)
18. Treatise on the Steam-Engine.
19. Pike's Mathematical and Optical Instruments.
20. Dictionnaire des Arts et Manufactures. (Lafontaine, Paris.)
21. Greenleaf's Civil Engineering.
22. Brown's Indicator and Dynamometer.
23. Origin and Progress of Steam Navigation. (Woodcroft.)
24. Essai sur l'Industrie des Matieres Textiles. (Michel Aikin, Paris.)
25. Macdonald's Tables.
26. Grieg's Mechanic's Pocket Dictionary.
27. Templeton's Millwright's and Engineer's Pocket Companion.
28. Lady's and Gentlemen's Diary.
29. Marine Steam Engine. (Brown.)
30. Weisbach's Mechanics and Engineering.
31. The Mathematician. (London.)
32. Barlow on Strength of Materials.
33. Baily's Mechanics.
34. Mechanical Principles of Engineering and Architecture. (Mosley.)
35. Journal of the Franklin Institute.
36. The Transactions of the Institute of Civil Engineers. (London.)
37. The Artisan.
38. Practical Papers on Engineering. (Published by Weale, London.)
39. Imperial Dictionary. (Glasgow.)
40. Student's Guide to the Locomotive Engine.
41. Railway Engine and Carriage Wheels. (Barrow, London.)
42. Recueil des Machines-Instruments et Appareils. (Le Blanc, Paris.)
43. Buchanan on Mill Work.
44. Practical Examples of Modern Tools and Machinery. (G. Kenzie.)
45. Repertoire de l'Industrie Francaise et Etrangere. (L. Mathias, Paris.)
46. Treatise on the Manufacture of Gas. (Accott, London.)
47. Elementary Curves on Railways. (Law, London.)
48. Hodge on the Steam-Engine.
49. Scientific American.
50. Railroad Journal. (New York.)
51. The Engineer.
52. Mechanic's Magazine.
53. Nicholson's (Peter) Dictionary of Architecture.
54. Dictionnaire de Marine a Voiles et a Vapeur. (Lafontaine, Paris.)
55. Cowley and Menal Tubular Bridges. Fairbairn.
56. Bree's Railway Practice.
57. Barlow's Mathematical Dictionary.
58. Bowditch's Navigator.
59. Bowditch's Mathematics for Practical Men. (Luker Herbert.)
60. Patent Journal; London.
61. Bree's Glossary of Engineering.
62. Craddock's Lectures on the Steam-Engine.
63. Assistant Engineer's Railway Guide. (Haskell.)
64. Mechanical Principles. (Leonard.)

The great object of this publication is, to place before practical men and students such an amount of theoretical and scientific knowledge, in a condensed form, as shall enable them to work to the best advantage, and to avoid those mistakes which they might otherwise commit. The amount of useful information thus brought together, is almost beyond precedent in such works. Indeed there is no subject within its range which is not treated with such clearness and precision, that even man of the most ordinary capacity cannot fail of understanding, and thus learning from it much which is important to his success.

The annexed list of the principal authors and subjects comprised in this work is self-evident, that all citizens engaged in the practical and useful arts, etc., may derive essential advantages from the possession and study of this publication. The following may be especially designated:

1. Millwrights.
2. Boiler and Copper Makers.
3. Artificers in Brass, Copper, and Tin.
4. Outlets, and Workers of Steel in general.
5. Carpenters.
6. Brickmakers.
7. Workers in Ivory, Bone, and Horn.
8. Civil Engineers, Railway Constructors, and Contractors for Earth-Work, and Masonry of every description.
9. Architects and Bridge Builders.
10. Builders, Master Masons, and Bricklayers.
11. Nail and Rivet Makers.
12. Bolt and Screw-Bolt Makers.
13. Nail Outlets.
14. Coiners.
15. Leather Dressers and Curriers.
16. Manufacturers of Great Guns and Small Arms.
17. Candle Makers.
18. Biscuit and Cracker Makers.
19. Lace Makers.
20. Ribbon Weavers.
21. Bone, Book, and Marble Mosaic.
22. Dyers, Cloth Washers, and Scourers.
23. Cooper.

LAW AND AGENCY OFFICE.

The undersigned, Attorneys and Agents, practice Law in the Supreme Court of the United States, and in the Courts of the District of Columbia, and attend promptly to claims against the United States, in the settlement of all accounts of officers and agents of the Government, Bounty Lands, Pensions, Return of Duties, Patents for new inventions, &c., &c.

They tender their services to members of the profession at a distance, and when the case is prepared by a local agent, will attend one-half their usual fee. All information relative to the forms and usages of business in any of the Departments will be furnished to our regular correspondents without charge. They have made arrangements for the payment of taxes, and for the sale or location of bounty land warrants on the best Western lands.

Office on Pennsylvania Avenue, Lane & Tucker's Building.

DUFF GREEN, BEN. E. GREEN, RICH'D. H. CLARKE.

Oct. 14—31w3m.

THE BRITISH PERIODICALS AND THE FARMER'S GUIDE.

LEONARD SCOTT & CO., No. 54 Gold Street, New York, continue to publish the four leading British Quarterly Reviews and Blackwood's Magazine; in addition to which they have recently commenced the publication of a valuable Agricultural work, called

"FARMER'S GUIDE TO SCIENTIFIC AND PRACTICAL AGRICULTURE."

By HENRY STEPHENS, F.R.S., of Edinburgh, author of the "Book of the Farm," &c., &c., &c., assisted by JOHN P. NORTON, M.A., New Haven, Professor of Scientific Agriculture in Yale College, &c., &c.

This highly valuable work will comprise two large royal octavo volumes, containing over 1,400 pages, with 18 or 20 splendid steel engravings, and more than 600 engravings on wood, in the highest style of the art illustrating almost every implement of husbandry now in use by the best farmers, the best methods of ploughing, planting, sowing, harvesting, &c., &c., the various domestic animals in their highest perfection; in short, the whole of the science and practice of agriculture. The work is published in semi-monthly numbers, commencing in January, 1850, and will progress with great regularity.

The whole work, as published in 40 numbers at 25 cents per number, and completed within the current year, 1850. A liberal discount will be made to agents.

Any one remitting the publishers \$10 in advance shall receive the work through the post office free of expense.

Notice to Proprietors of Newspapers throughout the United States and Canada.

If the foregoing advertisement is inserted five times, the publisher will send to the proprietor, free of charge, a copy of the work which will be sent gratis in payment.

AMERICAN STATISTICS.

A short time past we published some statistics relative to the number of soldiers supplied from the different States to the revolutionary war. De Bow's Commercial Review gives some tables relative to this, and other subjects of equal interest, which we copy.

The number of soldiers furnished by the American States during the revolution, and the population of each State in 1790 and in 1847.

2. Principal battles of the revolution, their several dates, commanders-in-chief, and losses on each side.

3. Amount of continental money issued to support the war, and the estimated cost in specie.

1. REVOLUTIONARY STATES.

Soldiers. Pop. 1790 1847.

New Hampshire, 12,497 141,891 300,000

Mass. (incl. Me.) 67,087 475,257 1,450,000

W. Maine, 3,305 39,110 136,000

Connecticut, 31,359 238,141 330,000

New York, 17,781 340,120 2,780,000

New Jersey, 10,726 181,139 416,000

Pennsylvania, 25,678 434,373 2,125,000

W. Virginia, 6,824 50,000 184,000

Maryland, 13,312 319,728 495,000

Virginia, 26,678 748,308 1,270,000

North Carolina, 7,363 393,751 765,000

South Carolina, 6,417 343,073 605,000

Georgia, 2,580 88,548 250,000

Total, 231,971 2,920,593 11,546,000

2. BATTLES OF THE REVOLUTION.

Where fought. Amr. British.

Lexington, Apr. 75 84 245

Bunker Hill, Jun 75 Warren 453 Howe 1054

Plumbash, Aug 75 Putnam 2000 Howe 400

Red Bank, Oct 75 Mifflin 300 Howe 300

Trenton, Dec 75 Wash'n 9 Rahl 1000

Princeton, Jan 76 Wash'n 100 Maw 400

Bennington, Aug 77 Stark 1000 Baum 600

Brandywine, Sep 77 Wash'n 1200 Howe 500

W. Plaines, Oct 77 Gates 350 Burg 800

Monmouth, Jun 78 Wash'n 320 Clinton 400

R. Island, Aug 78 W. S. van 211 Pigot 360

Brier Creek, Mar 79 Ashe 300 Prevost 16

Stony Pt., Jul 79 Wayne 100 Johnson 600

Guilford, Jan 81 Morgan 73 Tarleton 900

Guilford, Mar 81 Greene 400 Cornwall's 523

Eu. Springs, Sep 81 Greene 555 Stewart 1000

The surrender of Cornwallis at Yorktown, Oct 1781, closed the war; prisoners 7,073.

5,752 British taken prisoners.

3. CONTINENTAL MONEY.

Amount issued in 1775 \$ 2,000,000

" " " " " 1776 20,000,000

" " " " " 1779 35,000,000

The whole expenses of the war, estimated in specie, amounted to \$135,193,703.

COTTON STATISTICS.

We compile from the New York Shipping List and Price Current, of the 11th September, the following statement, showing the crop of Cotton in the several States for the year ending 31st August 1850.

Louisiana 781,886 1,093,797

Alabama 350,952 518,706

Florida 181,344 300,196

Texas 31,363 38,827

South Carolina 344,635 458,117

North Carolina 11,861 10,041

in 11,509 17,550

Total crop 2,096,715 2,738,592

Decrease from last year 631,881

Decrease from year before 250,928

THE PAST, THE PRESENT AND THE FUTURE.

The cotton trade, from the London Economist, August 24, 1850. "It is calculated that upwards of 4,000,000 persons depend entirely upon this trade in all its branches." American cotton crop 1825-6 1,367,225 1843-4 2,030,409

1837-8 1,801,497 1844-5 2,390,503

1839-9 1,360,532 1845-6 1,900,537

1840-0 2,177,835 1846-7 2,778,571

1841-1 2,629,945 1847-8 3,247,030

1842-2 1,684,211 1848-9 2,738,592

Average 1,635,596 Average 2,351,315

Average crop of the last seven years exceeds that of the prior 61,715 bales, and the crop of the last July double that of the first—and the crop of 1848-9 was more than 1846-7 by fifty per cent.

Average consumption in Great Britain of American cotton the first 7 years 1,133,219 bales

The 2d period of 7 years 1,449,398 bales

Largest consumption, 18 1,856,605 bales

EVENING DRESS FANS.

100 newest patterns Evening Dress Fans (Spanish) mounted in Pearl, Ivory, Paper mache, just opened at PARKER'S, Fancy and Perfumery Store, under the Na Hotel.

PACIFIC MAIL STEAMSHIP COMPANY.

(ONLY through line for California and Oregon.)

The public are informed that under the new arrangement of this Company, steamers inspected and approved by the Navy Department, and carrying the United States mails, will commence to leave Panama and San Francisco the 1st and 5th days of each month, unless detained by unavoidable accident, and will touch at Acapulco, San Diego, and Monterey.

The following steamers belonging to the Pacific Mail Steamship Company, are now in port at each end of the route:

OREGON . . . 1,000 tons. REPUBLIC . . . 1,200 tons

PANAMA . . . 1,057 tons. CAROLINA . . . 620 tons

COLUMBIA . . . 1,050 tons. COLUMBUS . . . 600 tons

TENNESSEE . . . 1,300 tons. ITHACA . . . 600 tons

NORTHERN . . . 1,200 tons. UNICORN . . . 600 tons

COLUMBIA . . . 800 tons. FREMONT . . . 600 tons

ASTORIA . . . 1 ton.

The new steamer COLUMBIA will ply between San Francisco and ports in Oregon, awaiting at the former port the arrival of the mails and passengers from Panama, and returning without delay with the mails and passengers for the steamer from San Francisco.

A regular line of propellers will be kept up for the transportation of freight and transient passengers, between Panama and San Francisco.

The well known steamer SARAH SANDS, of 1,500 tons burthen, now under charter to the Company, and peculiarly commodious in her cabin arrangements, will be kept running as an extra freight steamer, called

"ONE OF THE ABOVE STEAMERS WILL KEEP UP THE CONNECTION BETWEEN ACAPULCO AND THE OTHER MEXICAN PORTS."

The connection in the Atlantic will be maintained by the United States mail steamships:

GEORGIA, 3,000 tons. CINCINNATI 1,500 tons.

NEW YORK, 3,000 tons. CHEROKEE . . . 1,300 tons

EMERALD 2,000 tons. PHILADELPHIA 1,300 tons

Leaving New York for Chagres on the 11th and 20th of each month.

The new steamship EL DORADO and FALCON will form a direct line between New Orleans and Chagres, leaving at such periods as will insure a little detention as possible on the Isthmus, and forming with the Pacific steamships a through line to and from New Orleans, and ports in Mexico, California and Oregon. Passages from New Orleans can be secured from Armstrong, Levermore & Co., agents, at that place.

The fare for through tickets from New York to San Francisco has been reduced from \$400, in state rooms, to \$330.

\$300, in lower cabin, to \$290.

The rates from New York to Chagres will be at the lowest adopted by any safe sea steamer between those ports.